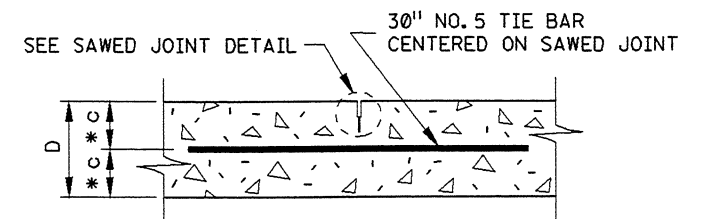


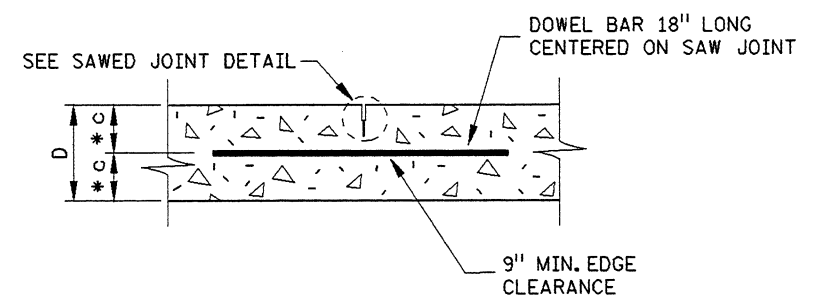
TYPICAL ROADWAY DETAIL

BAR Ø TABLE DOWEL BAR IN TRANSVERSE JOINTS	
T = PAVEMENT THICKNESS	BAR DIAMETER
T ≤ 11"	1 1/4"
11" < T ≤ 13"	1 1/2"
T > 13"	1 3/4"

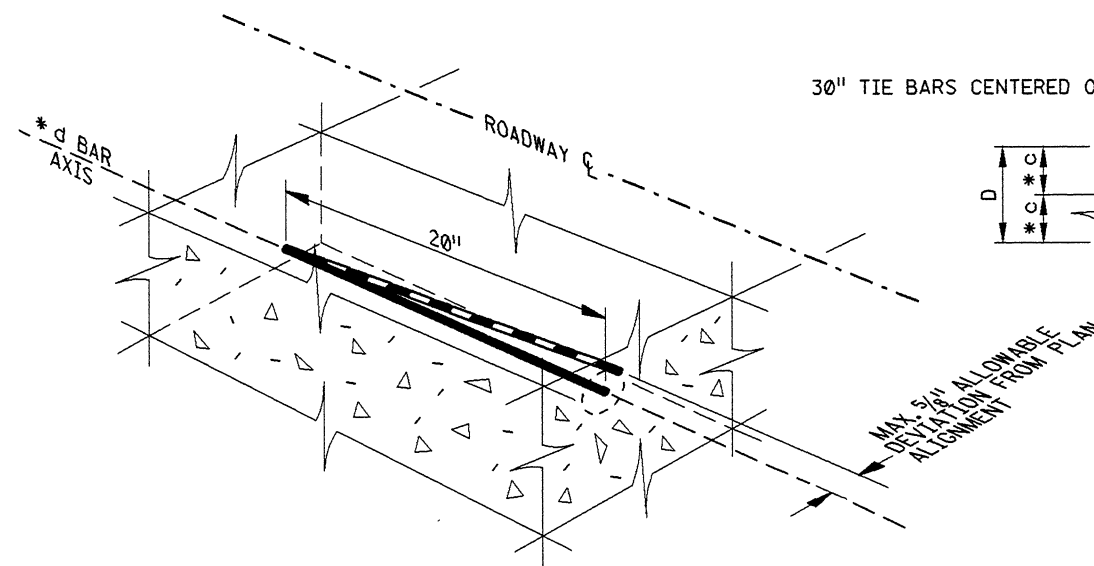
SUB-NOTES	
* a	ALL JOINTS ARE PERPENDICULAR TO CL
* b	ALL DOWEL BAR SPACING TOLERANCE IS TO 2" (ALSO SEE "ALIGNMENT TOLERANCE FOR PAVEMENT DOWEL BARS" DETAIL).
* c	D/2 ± 1"
* d	THE PLAN ALIGNMENT IS FOR THE BAR AXIS TO BE PARALLEL TO CENTERLINE AND PARALLEL TO PAVEMENT SURFACE.
* e	DIMENSIONING REFERS TO SEALANT RESERVOIR ONLY. SAW CUT TO CONTROL SLAB CRACKING SHALL BE D/3 DEEP. "D" EQUALS DESIGN DEPTH OF CONC. PAVEMENT.
* f	THIS ANCHOR IS NOT TO BE USED IN CONJUNCTION WITH CONCRETE PAVEMENT.



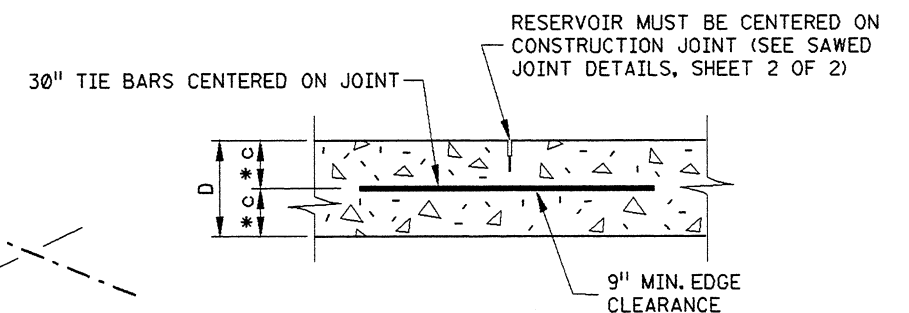
LONGITUDINAL JOINT  
SECTION A-A



TRANSVERSE JOINT  
SECTION B-B



ALIGNMENT TOLERANCE FOR PAVEMENT DOWEL BARS



CONSTRUCTION JOINT  
SECTION C-C

REVISIONS							
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE
1	4-84	GB	6	1-91	GB		
2	1-85	GB	7	12-92	AS		
3	8-85	GB	8	4-93	MSM		
4	8-86	GB	9	1-97	AS		
5	11-89	GB	10	11-01	MSM		

SCALES SHOWN ARE FOR 17" X 11" PRINTS ONLY
CADD FILE NAME: clb_1101.s+ d
DRAWING ORIG. DATE: APRIL, 1984

IDAHO  
TRANSPORTATION  
DEPARTMENT

BOISE, IDAHO

ASSISTANT CHIEF ENGINEER/DEVELOPMENT

CHIEF ENGINEER

STANDARD DRAWING

DOWELED CONCRETE  
PAVEMENT DETAILS

REQUIRES SHEET 2 OF 2

FORM CATALOG NUMBER
STANDARD DRAWING NO. C-1-B
SHEET 1 OF 2

PROFESSIONAL ENGINEER \* LAND SURVEYOR

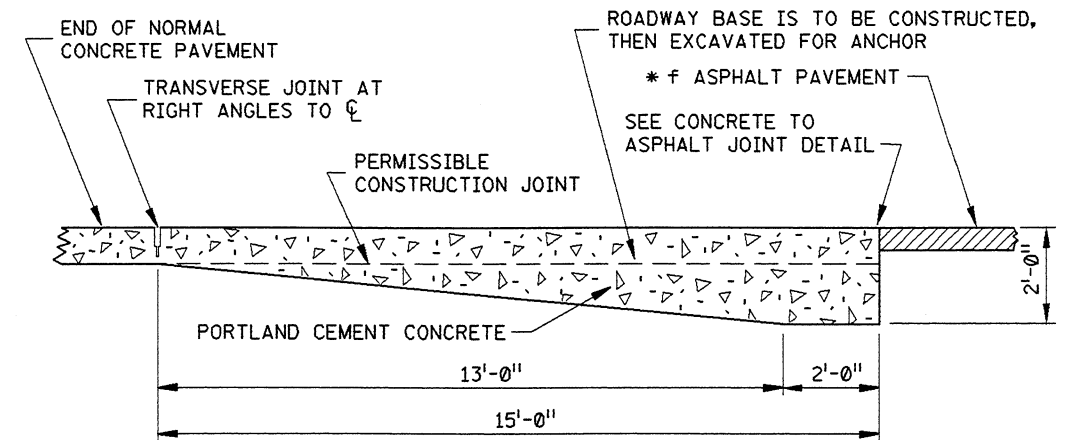
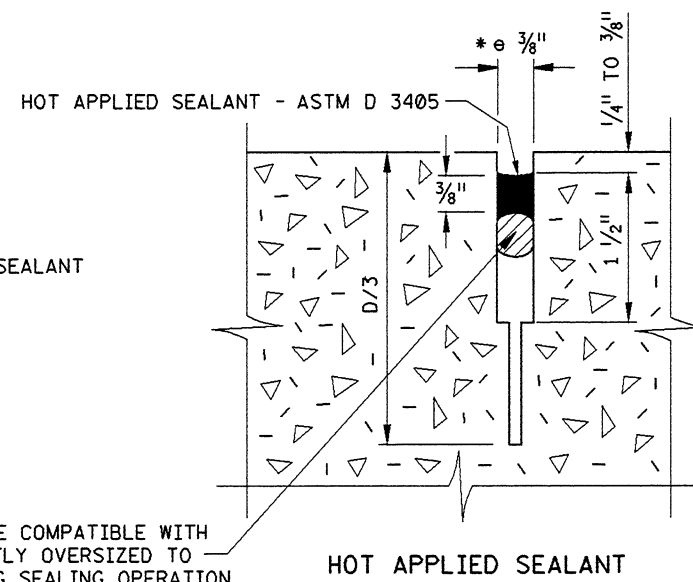
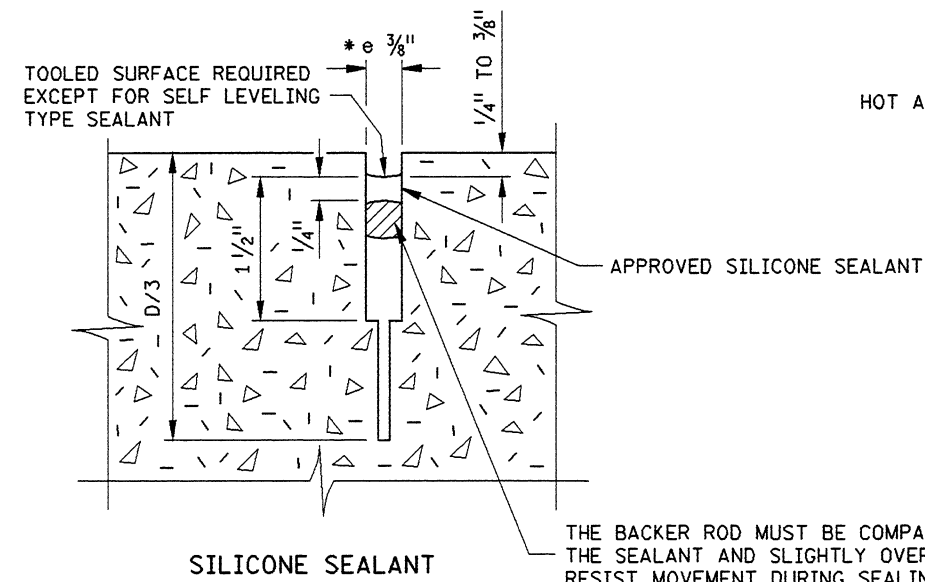
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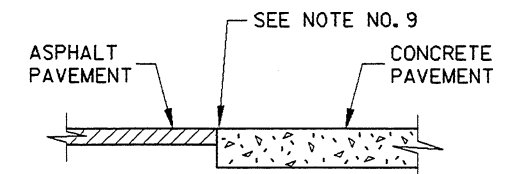
11-26-00

STATE OF IDAHO

TOM S. BAKER



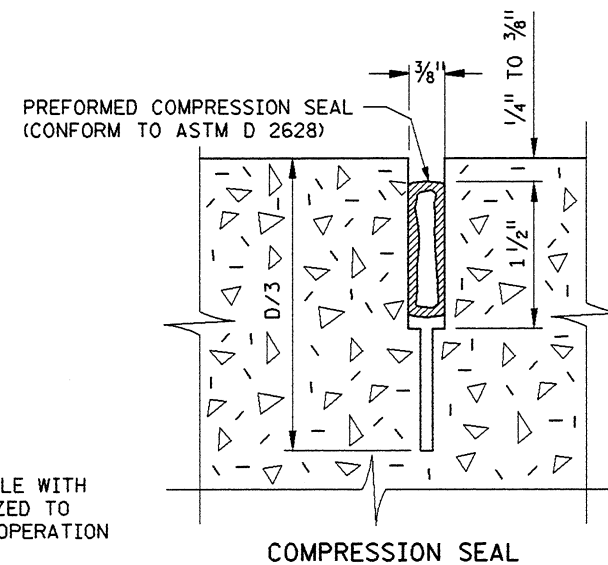
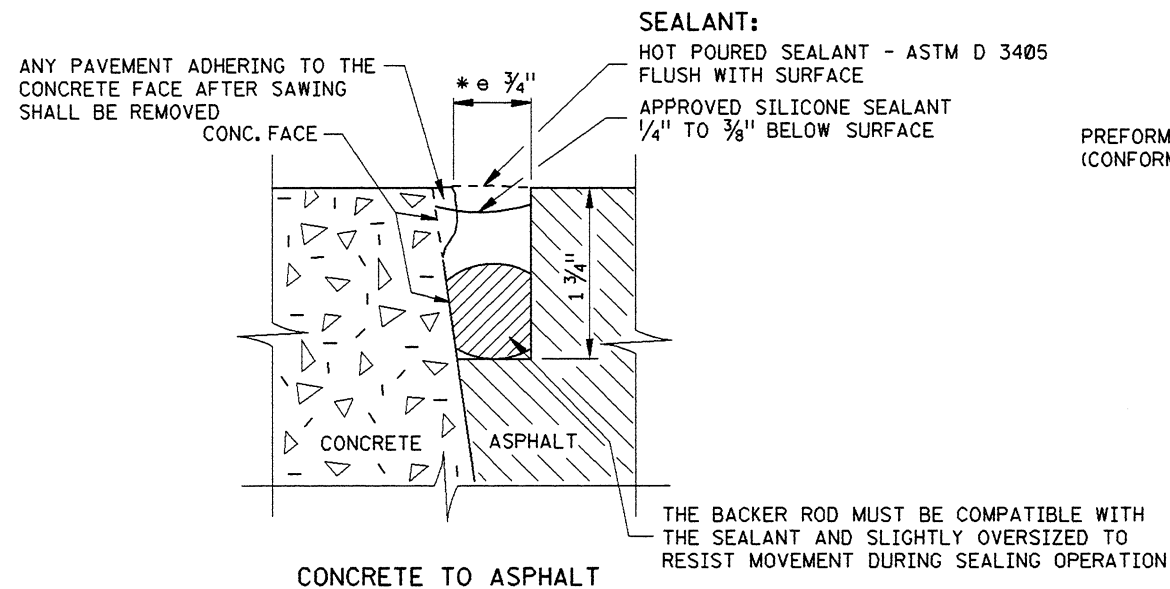
ELEVATION - ANCHOR FOR END OF CONCRETE



ASPHALT & CONCRETE PAVEMENT JOINT DETAIL

NOTES

1. THE PAVEMENT EDGE IS TO BE PLACED APPROXIMATELY VERTICAL.
2. THE DOWEL BAR DIAMETERS SHALL BE DETERMINED BY THE BAR  $\phi$  TABLE.
3. THE TIE BARS SHALL BE EPOXY COATED AND MEET THE REQUIREMENTS OF AASHTO M 284. THE DOWEL BARS SHALL BE COATED TO MEET THE REQUIREMENTS OF AASHTO M 254.
4. THE MAXIMUM TIED TRANSVERSE WIDTH SHALL BE 38 FEET EXCEPT IN RAMP AREAS. THE TIED WIDTH MAY BE 40 FEET. LONGITUDINAL JOINTS THAT ARE UN-TIED IN ACCORDANCE WITH THE FOREGOING SHALL BE SELECTED BY THE ENGINEER. IN NO CASE SHALL AN UN-TIED JOINT BE A CONSTRUCTION JOINT.
5. A CONSTRUCTION JOINT SHALL BE AT LEAST 6 FEET FROM A SAWED JOINT.
6. TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE SAWED JOINTS.
7. SEALANTS AND PREFORMED SEALS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURES REQUIREMENTS.
8. THE ANCHOR IS TO BE USED AT RAILROAD GRADE CROSSINGS ADJACENT TO FLEXIBLE PAVEMENTS AND SIMILAR INTERRUPTIONS TO THE CONCRETE PAVEMENT.
9. MAKE A VERTICAL SAW CUT IN THE ASPHALT TO SERVE AS A FORM FOR THE END OF THE CONCRETE PAVEMENT.
10. PREFERRED PRACTICE IS TO PLACE THE CONSTRUCTION JOINT AT THE LOCATION OF A PLANNED CONTRACTION JOINT AND USE DOWEL BARS PER STD. TRANSVERSE JOINT DETAILS.
11. NOT TO SCALE



SAWED JOINT DETAILS

REVISIONS									
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY	NO.
1	4-84	GB	6	1-91	GB				
2	1-85	GB	7	12-92	AS				
3	8-85	GB	8	4-93	MSM				
4	8-86	GB	9	1-97	AS				
5	11-89	GB	10	11-01	MSM				

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CADD FILE NAME: clb_1101.std
DRAWING ORIG. DATE: APRIL, 1984

IDAHO  
TRANSPORTATION  
DEPARTMENT

BOISE, IDAHO

Assistant Chief Engineer/Development

Chief Engineer

STANDARD DRAWING

DOWELED CONCRETE  
PAVEMENT DETAILS

REQUIRES SHEET 1 OF 2

FORM CATALOG NUMBER
STANDARD DRAWING NO. C-1-B
SHEET 2 OF 2

